

COUNTRY East Germany REPORT NO. 25X1

TOPIC Merseburg Airfield 25X1

EVALUATION see below PLACE OBTAINED 25X1

DATE OF CONTENT 28 August to 9 October 1952

25X1 DATE OBTAINED 18 November 1952 PREPARED 18 November 1952

REFERENCES

PAGES 3 ENCLOSURES (NO. & TYPE)

REMARKS

**REFERENCE COPY**

**DO NOT CIRCULATE**

25X1 25X1

25X1 1. On 28 August 1952, six or seven jet fighters were observed at Merseburg airfield. 25X1 jet fighter on 29 August. On the evening of 3 September, 19 jet fighters were removed from the hangars and lined up at the take-off point. 25X1

25X1 2. Eight, five and 12 MiG-15s were seen at the field on 3, 5 and 25 September respectively. There was flying on all the days mentioned. A Yak-11 was also seen taking off on 25 September.

3. There was flying at the field on 8 September. The weather was rainy. Between 9 a.m. and 3 p.m. on 9 September No 912 Y was identified on a type-29 plane. The front section of the cabin of this plane was black. At 5:30 p.m., four MiG-15s which had approached from the east, landed at the field. 25X1 Between 8 a.m. and 2 p.m. on 11 September, individual aircraft circled over the field. Between 9 a.m. and 12:15 p.m. on 12 September, five or six 20 to 40-minute flights were made in rainy weather over the ceiling. There was no flying on 13 September, when the weather was rainy. No flying was observed on 14 September.

4. From 2 to 5:40 p.m. on 15 September, there was excellent formation flying by groups of five planes fitted with auxiliary fuel tanks. The flights lasted from 40 to 50 minutes. There was night flying from 7:05 p.m. to 3 a.m. The planes involved took off and flew in groups of two. After the take-off, each formation flew to the vicinity of Querfurt, returned and proceeded to Leipzig before it landed again at the field. When the formations crossed Merseburg airfield en route from Querfurt to Leipzig, they were in the beams of four searchlights.

25X1 5. From 2:55 p.m. on 16 September to 2 a.m. on 17 September, flying activity at the field followed the same pattern as observed on the preceding day. 25X1 all MiG-15s were fitted with white lamps on the shock-absorbing struts below the wings. The lamps could only be seen when the planes landed. 1 From 11:55 a.m. to 4:30 p.m. on 17 September, flying was done in formations of up to eight. The planes usually flew over the closed ceiling, which was at an altitude of about 1,000 meters. MiG-15s 25X1 participated in the flying. From 8:45 a.m. to 6 p.m. on 18 September, flying in formations of five and eight was observed. Flying discipline was good. The flights lasted about 55 minutes. Two single-engine planes were seen circling over the field.

SECRET

2

25X1

25X1

25X1

25X1

25X1

25X1

25X1

25X1

25X1

25X1

25X1

25X1

5. From noon to 4 p.m. on 19 September, individual aircraft circled over the field. At 5:09 p.m., four MiG-15s took off and landed again at 6:10 p.m. They were fitted with auxiliary fuel containers [redacted] to 3 a.m. From 9:15 a.m. to 5:20 p.m. on 20 September, individual aircraft circled over the field. The weather was cloudy. At 3 p.m. on 21 September, MiG-15s [redacted] took off and landed again at 4 p.m. At 3 p.m. on 22 September, a MiG-15 took off and landed again at 3:30. There was no flying on 23 September. From 8:58 a.m. to 2 p.m. on 24 September, flying in formations of two and up to eight was practiced. MiG-15s [redacted] practiced diving.

7. Air activity observed at the field from 25 September to 1 October included: 25 September. There was excellent flying in formations of five and eight from 10:15 a.m. to 5:40 p.m. The closed cloud cover was at an altitude of about 1,000 meters. [redacted]

26 September. There was light flying from 9:30 a.m. to 1 p.m. Aircraft circled over the field in groups of two from 6:45 p.m. to midnight.

27 September. Individual aircraft circled over the field between 10 a.m. and 2 p.m. The overcast was at an altitude of 600 meters, and visibility was about 3,000 meters. [redacted]

28 September. At 2:55 p.m., a group of two MiG-15s [redacted] took off and landed again at 3:58 p.m.

29 September. From 5:45 to about 8 p.m., [redacted] individual take-offs and flying in groups of two. The cloud base was at an altitude of about 1,000 meters. [redacted]

30 September. Flying in formations of five was observed from 7 a.m. to 1:20 p.m. The flights lasted from 45 to 60 minutes. [redacted]

[redacted] planes participating in this flying. [redacted] plane the front cabin of which was blinded, was observed during instrument flying. Three planes took off to circle over the field between 7:10 and 8:10 p.m.

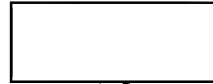
1 October. From 11:30 a.m. to 1 p.m. there was flying in formation of five. Individual planes circled over the field from 6:30 p.m. to midnight. All the MiG-15s observed between 25 September and 1 October were fitted with auxiliary fuel tanks. Between 2 and 9 October, there was daily flying at the field by MiG-15s. Individual flying and flying in formations of up to 16 aircraft was observed. [redacted]

8. On 30 September, [redacted] the landing field through field glasses and counted 31 MiG-15s or type-29 planes besides two single-engine fighters. He believed that two to four additional MiG-15s were parked at the field.<sup>3</sup> AAA guns were observed at the northern edge of the installation.<sup>4</sup> Prior to early October, [redacted]

1. [redacted] Comment. The observation of a white lamp on each of the shock-absorbing struts of the main landing gear of MiG-15s was reported previously from Neuruppin. [redacted] It is believed that these lamps are control lamps, which light up when the landing gear is fully extended. Flight control personnel probably order pilots of planes without lighted control lamps to circle again before landing. At night, the pilot of such a plane can probably see the light himself.


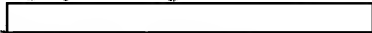
SECRET

SECRET,



25X1


- 3 -

25X1 2.  Comment. Information on night flying training by the fighter regiment in Altenburg was transmitted previously.  25X1  
The piercing of a closed cloud cover by several planes simultaneously indicates that the pilots made progress in instrument flying, although it may be assumed that the ceilings were comparatively thin. The observation that there exist devices for blinding the front sections of cabins shows that systematic training in blind flying is being given.

25X1

3.



25X1 4.  Comment. According to available information, two AAA batteries equipped with six 37-mm guns are stationed at the field.

SECRET,